

WSDOT's Corridor Sketch Initiative is a collaborative planning process with agency partners to identify performance gaps and select high-level strategies to address them on the 304 corridors statewide. This Corridor Sketch Summary acts as an executive summary for one corridor. Please review the User Guide for Corridor Sketch Summaries prior to using information on this corridor:

US 395: Hatch Rd Jct (N. Spokane) to Canadian Border

This 102-mile north-south corridor is located in eastern Washington near the Idaho border and runs between north Spokane and the U.S.-Canada border, north of Laurier. As the corridor travels through the foothills of Colville National Forest, it passes through multiple cities and communities, including Boyds, Orient, Kettle Falls, Colville, Addy, Chewelah, Loon Lake, Clayton, and Deer Park. The corridor's character transitions between rural and suburban and land uses include residential, commercial retail and services, and manufacturing. Other land uses along the corridor include agriculture and forestland. There are lumber mills and freight railroad facilities along the corridor. The route crosses over the Columbia River and runs adjacent with the Kettle River for a stretch. A large majority of the corridor parallels the Kettle Falls International Railway and the BNSF Railway. Five airports are located near the corridor, Avey Field State in Canada, Colville Municipal in Colville, Sand Canyon in Chewelah, and both Mead Flying Services Airport and Deer Park Municipal in Deer Park. The corridor travels through rolling terrain.



Current Function

US Route 395 is a major north-south highway running between the Canadian border in Laurier, north of Spokane, and Los Angeles, California forming an international freight corridor. The corridor serves international, domestic, and regional freight movement. This corridor is a corridor of importance or interest to the Spokane, Kalispel, and Colville tribes. This corridor is both an urban and rural arterial and segments of this corridor through Deer Park, Colville, Chewelah, and Kettle Falls have been identified as state highways operating as the community's main street. This corridor connects with SR 292, SR 231, SR 20, and SR 25. This segment provides access to numerous outdoor recreational opportunities. The southern portion of this corridor is a commuter route into Spokane for the bedroom communities to the north. A rail facility is available in Colville and Amtrak bus service is located in Kettle Falls, Colville, Chewelah, Loon Lake, and Deer Park. Bicycling is permitted on the shoulder and sidewalk facilities are intermittent throughout the corridor.

Future Function

Based on the projected population, land use, and economic trends, the future function of this corridor is expected to remain the same.

Highlights and Performance

This portion of US 395 is a largely two-lane, undivided, unsignalized highway which expands to three lanes in Kettle Falls before changing back to two lanes, expanding again to four lanes in North Spokane. The corridor is divided through North Spokane. The highway occasionally includes truck climbing, passing, and right or left turn lanes. There are several signalized intersections with local roads along the corridor. The annual average daily traffic on this corridor is highest at the Hatch Road junction in North Spokane and lowest at the U.S.-Canada border.

What's working well?

- About 1% of the corridor experiences congestion on a regular basis.
- Approximately 92% of surveyed pavements on the corridor are in fair or better condition.
- There are several long-range, fixed-route transit centers on the corridor.
- There is an intermodal freight facility on the corridor in Colville.

What needs to change?

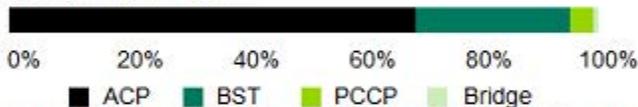
- The corridor does not have dedicated bicyclist, pedestrian, or shared-use facilities.
- There is one bridge preservation need on the corridor.
- There are medium and high priority habitat connectivity sites on the corridor.
- There are 21 fish passage barriers on the corridor.

WSDOT monitors the state system in ongoing efforts to track asset performance. For this corridor, WSDOT finds:

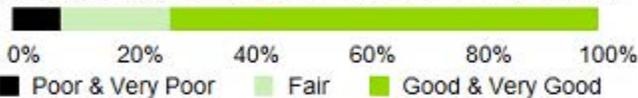
High	Low	
19,152	411	Annual Average Daily Traffic (AADT)
16.8%	2.8%	Bus/Truck Percent
220.36		Number of Lane Miles
9		# of Signalized/Stop Controlled Intersections
\$25,980,000		Corridor Investments (2005-2016)

Preservation

Roadway Surface Type



Roadway Surface Condition (Percent of Surveyed Area)

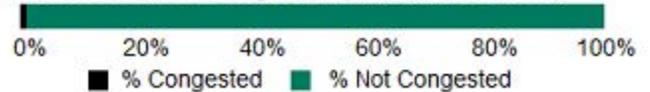


Corridor Bridge Preservation Needs



Mobility

Percent of Corridor Congested (Statewide Screen)



Environment

	Protect	Restore/ Enhance/ Assess
Fish Barriers	38.2% Passable	61.8% to Do
Noise Walls	0% Built	0% Proposed
Chronic Environmental Deficiencies	0% Resolved	0% Unresolved
Wildlife Connectivity	0 Structures in Place	90 High Priority Miles
Stormwater Treatment	7 BMPs	Retrofit Prioritization in progress
99.9	% of Corridor with high potential for increased Climate Impacts	
3	Wetland Mitigation Locations	
1	Historical Bridges	

1) 2015 data unless otherwise noted. 2) For more information see the User Guide for Corridor Sketch Summaries at <http://bit.ly/WSDOTcorridorsketch>

What we heard from our partners

WSDOT collected feedback from agency partners. Key themes included:

- A desire for Complete Streets and beautification within downtown Colville and the Spokane Tribe. [Economic Vitality and Safety]
- One partner would like to explore the possibility of changing the configuration of existing intersections at Sand Canyon Road in Chewelah and through the Spokane Off-Reservation Trust Land. [Mobility]
- Multiple partners would like to expand the corridor's bicycle trail system in order to increase cyclist tourism. [Mobility and Economic Vitality]

Strategies

WSDOT identified the following strategies and associated actions to keep the corridor working well and address performance gaps. Regional partners collaborated on high-level mobility strategies. The identified strategies are not meant to be all-inclusive, nor an established list of priorities. Further evaluation is needed before any strategy can be recommended as a solution to address performance. Project funding decisions will take place at the programming phase, and are subject to statewide prioritization. For more strategy information, visit the Corridor Sketch Summary User Guide.

Policy Goals / Strategies Description and Near-Term Actions

Economic Vitality

Under Development	<i>WSDOT will continue to work with partners in developing strategies to address economic vitality.</i>
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Environment

Protect and Maintain	<i>Protect and maintain existing assets that provide environmental function (these include WSDOT's mitigation sites, storm water systems, fish passable culverts).</i>
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Enhance or Restore	<i>Enhance or restore natural areas and environmental functions associated with the multimodal transportation system.</i>
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Fish Barrier Retrofit	<i>WSDOT has prioritized the removal of state-owned culverts that block habitat for salmon and steelhead. See interactive map of uncorrected fish barriers at http://www.wsdot.wa.gov/Projects/FishPassage/default.htm.</i>
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Mobility

Assessment	<i>A mobility performance strategy has not been identified by WSDOT.</i>
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Preservation

Maintenance	<i>Based on expenditure history, it is expected that the top three activities will continue to be maintenance on snow and ice control, pavement repair, and repairing slopes.</i>
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Pavement	<i>WSDOT has identified six Pavement actions in the next six years encompassing 52% of the corridor.</i>
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Structures	<i>WSDOT has identified one Structures action in the next six years at a single location on this corridor.</i>
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Safety

Investment	<i>WSDOT has identified two Safety Investment actions in the next six years encompassing 5% of the corridor.</i>
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Stewardship

Planning	<i>Under Practical Solutions, the Corridor Sketch Initiative identifies corridor performance, and assesses alternative strategies to improve the quality, effectiveness, and efficiency of the transportation system.</i>
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For more information

To find out more information about this corridor or how to get involved, please contact:

Bonnie Gow

Eastern Region Planning Office
Senior Transportation Planner
509-324-6109
gowbl@wsdot.wa.gov

Charlene Kay, P.E.

Eastern Region Planning Office
Region Planning & Strategic Partnership Director
509-324-6195
kayc@wsdot.wa.gov

Mike Gribner

Eastern Region
Regional Administrator

Washington State Department of Transportation's Corridor Sketch Initiative is a set of planning activities that engage our partners to define the context and performance information for all of the state's 304 highway corridors. The Corridor Sketch complements and supports regional planning processes in Washington. It is not intended to duplicate, substitute or compete with other planning efforts; nor is it intended to generate lists of projects.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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